



## 2009 Surface Transportation Reauthorization Connecting America's Treasured Places



The Northeast Region (NER) of the National Park Service (NPS) consists of 84 parks in 13 states. NER welcomed 54,000,000 visitors in 2008, and many NER parks are in the top tier of NPS visitation.

NER parks include significant coastal and island geography,

with rich historical resources from the Revolutionary War, Civil War, and modern periods. Demographically, the region is characterized by dense corridors of diverse population and development, and high public transit usage. Congestion and safety issues are widespread.

Most NER roads are in fair to good condition, with the road program currently funded at \$13M/year. NER achieved an obligation rate of 100% on all SAFETEA-LU funds, including \$66M for roads and bridges, and \$63M for High Priority Projects. NER's successful pavement management strategy has increased road repairs from 7 to 35 miles/year. Bringing all NER roads into good - excellent condition will require funding of \$43 - \$55M/year.

NER has 24 alternative transportation systems, with 25 new studies underway. In general, NER funds alternative transportation planning and capital costs, while partners share equipment replacement and most of the maintenance and operating costs. NER currently receives \$10M/year for alternative transportation, and projects that \$26M/year will be needed to further develop alternative transportation.

To further improve planning, asset management and connectivity, NER is completing NPS' first regional Long Range Transportation Plan. The 30-year plan will identify goals, and integrate pavement and bridge management with safety, congestion, and alternative transportation issues.

With multiple efforts underway, NER is creating a transportation future where integrated, sustainable, and multi-modal public access will be available throughout the region.



## NER Public Access

Issues of public access, congestion, parking, safety, multi-modal systems, connections between modes (bike to bus, for example) are critical to the success of transportation in NER.



For more information, read the NPS Surface Transportation Reauthorization Resource Paper at [www.nps.gov/transportation/roads/library/NPS\\_reauthorize\\_120807.pdf](http://www.nps.gov/transportation/roads/library/NPS_reauthorize_120807.pdf)

